

ARTICLE FIVE

CONCURRENCY MANAGEMENT SYSTEM

5.00.00 CONCURRENCY MANAGEMENT SYSTEM

5.00.01 This Concurrency Management System (CMS) ensures that facilities and services needed to support development are available concurrent with the impacts of such development. Prior to the issuance of a development order or land development certificate, the system shall ensure that the adopted level of service standards in this Ordinance for roadways, potable water, sanitary sewer, solid waste, drainage, recreation and open space will be maintained. The County Planning Director, County Engineer, or Navarre Beach Director, or their designees, shall be responsible for ensuring developer compliance with the Concurrency Management System. Periodic reports on such compliance shall be provided the LPA, BCC as appropriate.

5.02.00 GENERAL REQUIREMENTS

- A. Under any of the following criteria, the burden of demonstrating concurrency compliance shall be upon the developer or applicant. Such information shall be compiled and quantified prior to requesting a Subdivision or Site Plan Review described in Article Four of this ordinance:
1. The planned activity involves combined land and water area (to include submerged land leased area) exceeding three (3) acres unless the application is for the construction of a single family house or residential duplex;
 2. The development is a residential project including ten (10) or more dwelling units;
 3. Development involves more than one thousand five hundred (1,500) square feet of non-residential floor space;
 4. When development in aggregate with other requests for a development order (permit) exceeds any of the above limits; or
 5. When existing Levels of Service for affected roadways are at LOS E.

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B. Capacity Allocation

1. Capacity shall be allocated on a first come-first served basis, i.e. reservation of capacity goes to the developer that first obtains approval to perform construction on the site. The allocation of capacity, however, shall be subject to the following sunset provisions:
 - a. Capacity approved and assigned to development project, but not reserved by the payment of impact fees (i.e., water, sewer, tap fees), shall be withdrawn if no construction activity has begun within a one-year period after the date of the issuance of a final development order.
 - b. Capacity that has been purchased by a developer or a private individual and is recorded with the County may be vested in seven (7)-year increments regardless of when construction on a development site commences. To prevent hoarding of capacity, purchased but unused capacity shall be renewed at least once each seven (7) years. For the purposes of renewal, any addition in the cost of purchasing capacity shall be paid to the purveyor of the facility or service at the then-prevailing rate. For purposes of computation, the amount paid for reserved capacity that has not been used shall be deducted from the prevailing rate and the applicant shall pay the difference to the public facility or service provider.
 - c. If construction is not commenced within one year after allocation of capacity for reasons beyond the control of the developer, capacity assigned may be retained by the developer for a period not to exceed six months.
2. In cases where construction is phased by the developer over a period of time exceeding one year, reserved capacity for any, or all phases, shall be retained by the developer so long as construction has proceeded in accordance with the schedule on which capacity allocation was originally based. If construction activity ceases, or if phased development falls behind scheduled phases by a period of one-year following the issuance of a final development order, capacity allocation for succeeding phases, if any, shall be withdrawn and made available to other developers on a first come-first served basis.

3. In the event of withdrawal of capacity following the issuance of a final development order or a building permit, it shall be incumbent upon the developer to reapply for capacity allocation if a continuation of the project is desired.
- C. The County Planning Director, Navarre Beach Director or County Engineer, or their designees, shall not require concurrency findings when the planned activity is less than the limits provided in subpart (A) above.

5.03.00 **MAINTAINING LEVELS OF SERVICE:** In no case shall any part of the planned activity such as lot/plat improvement or building foundation commence without a finding of concurrency which establishes that levels of service will not be degraded, unless degradation is allowed pursuant to a policy in the adopted Comprehensive Plan.

5.03.01 **Exceptions:** Notwithstanding the foregoing, the LOS may be degraded during the actual construction of new facilities if upon completion the prescribed standards will be met.

5.03.02 **Phased Construction:** The construction of any development project may be phased or staged so as to coincide with the phased or staged construction of infrastructure facilities so that the levels of service for such facilities are maintained upon completion of each phase or stage of the development project.

5.04.00 **MINIMUM REQUIREMENTS:** As a minimum, at least one (1) of the following standards will be met prior to issuance of a development order or land development certificate:

- A. The necessary facilities and services are in place at the time a building permit is issued; or
- B. A building permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or
- C. The necessary facilities are under construction at the time a development order, land development certificate or building permit is issued.
- D. The necessary facilities and services as they relate to parks, recreational facilities and roads are the subject of a binding executed contract for the construction of the facilities or the provision of the services at the time that the development permit is issued.

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1. Construction of the facilities and services shall commence within one (1) year of the issuance of the building permit.
- E. The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220 F.S. or an agreement or development order issued pursuant to Chapter 380 F.S. Any such agreement shall include provisions pursuant to subparts A, B, or C above.

5.05.00 QUANTITATIVE METHODS FOR SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER, RECREATION AND OPEN SPACE: For purposes of these regulations, ensuring that minimum standards are maintained requires calculation of existing capacity and planned new capacity or facilities less demand imposed by the planned development.

5.05.01 Adding Capacity

- A. Add total capacity of existing facilities (sanitary sewer, solid waste, drainage, potable water, recreation and open space).
- B. Add to the above, total capacity of new facilities, or facility expansions that will result from planned activity. Capacity of new facilities shall be counted only under one or more of the following conditions:
 1. Construction of the new facilities is underway at the time of the issuance of a final development order.
 2. The new facilities are the subject of a binding contract for the Construction of the facilities or the provision of services at the time of issuance of the final development order.
- C. If the development application is for the redevelopment of improved property, add to the above the capacity created by the change in demand created by the re-development activity. Capacity credit shall be given for reduction in demand on facilities.

5.05.02 Subtracting Capacity: From the sum calculated above, subtract the following:

- A. The demand for the service or facility created by existing development as documented by the provider of such facility or in the foundation documents of the Comprehensive Plan plus the demand upon any new facility, expansions, or improvements anticipated as a result of the planned activity.

- B. Demand shall be calculated using the following adopted LOSs (all are minimum standards):
1. Sanitary Sewer - 90 gallons per capita per day.
 2. Solid Waste - 6 pounds per capita per day
 3. Drainage - retain the first inch of run-off on site; post development runoff shall not exceed the pre-developed run-off rate for all storm events, up to and including an event with a 24-hour duration, 100 year return frequency; post development run-off in constrained basins shall not exceed the pre-development run-off rate for a 10-year storm event during all storm events, up to and including an event with a 24-hour duration, 100 year return frequency; and post development run-off in closed basins shall be retained on-site for all storm events, up to and including the 24 hour duration, 100 year return frequency storm event.
 4. Potable Water - 100 gallons per capita per day (average).
 5. Recreation and Open Space - 20 acres per 1000 population.

5.05.03 **Deficient Capacity:** Where capacity is shown to be deficient, the following methods may be used to maintain adopted levels of service.

- A. The developer may agree to provide necessary capacity improvements to maintain levels of service.
- B. The planned activity may be reduced in scope so that demand does not exceed capacity.
- C. The developer may petition the County or service provider to provide required infrastructure to maintain LOS. THIS IS TO PROVIDE ONLY AN OPTION FOR CONSIDERATION BY THE COUNTY COMMISSION AND SERVICE PROVIDERS AND THE DECISION TO APPROVE SUCH PETITION RESTS SOLELY WITH THE BOARD OF COUNTY COMMISSIONERS AND/OR THE OFFICERS OF ANY INFRASTRUCTURE PROVIDER. Such a request, if financed from the Santa Rosa County General Fund, can be granted only under the following conditions:

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1. Planned activity will result in multiple benefits for the community whether economic, cultural, recreational or social.
 2. If such an expenditure is authorized, the resulting capacity improvement shall be available to any other developer who may have been previously denied a development order for an identical capacity deficiency (or deficiencies).
- D. Additional capacity for state maintained roadways may be counted if capacity improvements are included within the first three (3) years of the Florida Department of Transportation's Five Year Work Program, as the work program exists at the time of application for development approval.

5.06.00 QUANTITATIVE METHODS FOR TRANSPORTATION
CONCURRENCY

5.06.01 The Capacity for transportation facilities shall be evaluated using the current edition of the "Florida Department of Transportation Systems Planning office Level of Service Handbook" of the Florida and/or the LOS Tables 4-1a and 4-2a of Chapter 4, Foundation Documents. In addition, the applicant may submit more current demand/capacity data if such data are obtained from sources recognized as qualified to generate or render such data by the Florida Department of Transportation, the County Engineer or the Director of Planning and Zoning.

- A. Property serviced by local roadways located within a recorded subdivision shall be evaluated for impact at the nearest point of ingress/egress to any collector or arterial roadway serving it.

5.06.02 Development impact on the roadway system shall be determined by utilizing the most current edition of the Institute of Transportation Engineers, Trip Generation Manual. New trips shall be determined utilizing percentages shown in Table 5.06.02 of this Code.

5.06.03 Development Impact on the roadway system shall be evaluated as follows:

- A. From the development to points of ingress/egress to collector or arterial roadways serving the development to roadway segments within the area of impact defined in Section 5.06.03 B of this Code.

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B. Area of Impact to be Analyzed

Project Trips

Area of Impact

Less than 500 new daily trips

One mile, or to all roadway links where project trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater.

500-1500 new daily trips

Two miles, or to all roadway links where project trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater.

More than 1500 new daily trips

To all links where project trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater.

5.06.04.1 Transportation concurrency shall be demonstrated by one of the following:

- A. The County shall determine whether the proposed development is de minimus according to Chapter 163.3180(6), Florida Statutes. If the project traffic impact is determined to be de minimus, no further action shall be required and the development meets the test for transportation concurrency.
- B. Initial Test for Concurrency: For proposed developments which do not require a detailed Traffic Impact Study, an initial assessment of the traffic impacts of the project shall be prepared in accordance with sound transportation planning and traffic engineering principles and practices. The assessment shall include a calculation of daily and peak hour project trips based on the data and procedures contained in the most recent edition of ITE, Trip Generation, and a distribution of project trips within the area of impact. The area of impact for the initial test of concurrency shall be one mile from the point of ingress/egress to any collector or arterial roadway serving the development.

The initial test for concurrency shall be met if, on all roadway segments within the area of impact, the new project traffic added to background traffic (i.e., existing traffic plus new trips from approved development)

does not exceed the maximum allowable service volume at the County's adopted level of service standard. If this test is met, no further traffic impact analysis shall be required and the development meets the test for transportation concurrency. If this test is not met, a detailed Traffic Impact Study shall be required for further processing of the project application.

- C. A detailed Traffic Impact Study shall be required in accordance with sound transportation planning, sound engineering principles and practices, and guidelines provided by Santa Rosa County if any of the following criteria apply:
1. All proposed developments generating 500 or more new project trips per day shall prepare a detailed Traffic Impact Study.
 2. All proposed developments which directly access a roadway having traffic volumes which equal or exceed 90 percent (90%) of the generalized LOS maximum allowable volume, shall prepare a detailed Traffic Impact Study.
 3. All proposed developments which cannot meet the initial test for concurrency, shall prepare a detailed Traffic Impact Study.

5.06.05 The Traffic Impact Study report shall be submitted to Santa Rosa County for review and approval. The report shall be prepared in accordance with and contain information specified in the Traffic Impact Study Guidelines provided by Santa Rosa County. The source(s) of all data and methodologies used in this report and copies of raw traffic counts, calculations, adjustment factors and model outputs shall be provided. The Traffic Impact Study report must clearly demonstrate that the new project traffic added to background traffic does not exceed the maximum allowable service volume at the County's adopted level of service on all new roadway segments within the area of impact.

5.06.06 For roadways where there is no recent traffic count the County shall require that the applicant obtain a count. The count must be based upon accepted traffic engineering principles.

5.07.00 **DETERMINATION OF CONCURRENCY:** Determination of concurrency in all measurable categories by the County must occur prior to the issuance of a final development order or land development certificate unless otherwise specified by Section 5.04.00.

5.07.01 **Adopted Levels of Service:** Adopted levels of service are as follows:

A. Roads

Segment Number	Roadway	Segment	Adopted LOS	Functional Classification
1	SR 4	Escambia County Line to CR 399	(D)	Minor Arterial
2	SR 4	CR 399 to Okaloosa County Line	(D)	Minor Arterial
3	SR 8 (I-10)	Escambia County Line to SR 281 (Avalon Blvd.)	(C)	Principle Arterial
4	SR 8 (I-10)	SR 281 (Avalon Blvd.) to SR 87	(C)	Principle Arterial
5	SR 8 (I-10)	SR 87 to Okaloosa County Line	(C)	Principle Arterial
6	SR 10 (US 90)	Santa Rosa County Line to Woodbine Road	(D)	Minor Arterial
7	SR 10 (US 90)	Woodbine Road to East Spencer Field Road	(D)	Minor Arterial
8	SR 10 (US 90)	East Spencer Field Road to Bell Lane	(D)	Minor Arterial
9	SR 10 (US 90)	Bell Lane to SR 281 (Avalon Blvd.)	(D)	Minor Arterial
10	SR 10 (US 90)	SR 281 (Avalon Blvd.) to Parkmore Plaza Road	(D)	Minor Arterial
11	SR 10 (US 90)	Parkmore Plaza Road to SR 87 (Stewart St.)	(D)	Minor Arterial
12	SR 10 (US 90)	SR 87 (Stewart Street) to Ward Basin Road	(D)	Minor Arterial
13	SR 10 (US 90)	Ward Basin Road to Airport Road	(D)	Minor Arterial
14	SR 10 (US 90)	Airport Road to SR 87S	(C)	Minor Arterial
15	SR 10 (US 90)	SR 87S to Okaloosa County Line	(C)	Minor Arterial
16	SR 30 (US 98)	Escambia County Line to Fairpoint Drive	(D)	Principle Arterial
17	SR 30 (US 98)	Fairpoint Drive to SR 399 (Pensacola Beach Blvd.)	(D)	Principle Arterial
18	SR 30 (US 98)	SR 399 (Pensacola Beach Blvd.) to East End of Naval Live Oaks/Gulf Breeze City Limits	(D)	Principle Arterial
19	SR 30 (US 98)	East End of Naval Live Oaks to College Parkway	(D)	Principle Arterial
20	SR 30 (US 98)	College Parkway to CR 191B (Soundside Drive)	(D)	Principle Arterial
21	SR 30 (US 98)	CR 191B to Sunrise Drive	(D)	Principle Arterial
22	SR 30 (US 98)	Sunrise Drive to Navarre School Road	(D)	Principle Arterial
23	SR 30 (US 98)	Navarre School Road to Panhandle Trail	(D)	Principle Arterial
24	SR 30 (US 98)	Panhandle Trail to Okaloosa County Line	(D)	Principle Arterial
25	SR 87N (Stewart Street)	SR 10 to SR 89	(E)	Major Arterial

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Segment Number	Roadway	Segment	Adopted LOS	Functional Classification
26	SR 87N	SR 89 to Whiting Field Entrance	(E)	Major Arterial
27	SR 87N	Whiting Field Entrance to Alabama State Line	(E)	Major Arterial
28	SR 87S	SR 30 (US 98) to Eglin Southern Boundary	(E)	Minor Arterial
29	SR 87S	Eglin Southern Boundary to SR10 (US 90)	(E)	Minor Arterial
30	SR 89N	US 90 to Hamilton Bridge Road	(E)	Minor Arterial
31	SR 89N	Hamilton Bridge Road to SR 87	(E)	Minor Arterial
32	SR 89	Alabama State Line to Pollard Road (Jay City Limits)	(D)	Minor Arterial
33	SR 89	Pollard Road to Shell Road	(D)	Minor Arterial
34	SR 89	Shell Road to SR 87	(D)	Minor Arterial
35	SR 281 (Avalon Blvd.)	SR 30 (US 98) SR 8 (1-10)	(D)	Minor Arterial
36	SR 281 (Avalon Blvd.)	SR 8 (I-10) to Mulat Road	(D)	Minor Arterial
37	SR 281 (Avalon Blvd.)	Mulat Road to US 90	Backlogged	Minor Arterial
38	SR 399	SR 30 (US 98) to South Terminus of Bridge	(E)	Urban Collector
39	CR 89 (Ward Basin Road)	US 90 to I-10	(D)	Minor Arterial
40	CR 184 (Hickory Hammock Rd.)	SR 87 to CR 89	(D)	Minor Collector
41	CR 184A (Berryhill Road)	CR 197 to SR 89	(D)	Major Collector Urban Collector
42	CR 191 (Munson Highway)	SR 87 to CR 87A (East Gate Road)	(D)	Urban Collector Major Collector
43	CR 191B/281B (Sterling Way)	CR 197A to Avalon Boulevard	(D)	Minor Collector
44	CR 197 (Floridatown Road)	US 90 to Diamond Street	(D)	Minor Collector
45	CR 197 (Chumuckla Hwy.)	US 90 to CR 184 (Quintette Road)	(D)	Minor Arterial
46	CR 197 (Chumuckla Hwy.)	CR 184 to CR 191	(D)	Minor Collector
47	CR 197A (Woodbine Road)	US 90 to Guernsey Road	(D)	Urban Collector Minor Collector
48	CR 197A (Woodbine Road)	Guernsey Road to CR 197	(D)	Urban Collector Minor collector
49	CR 197A (Bell Lane)	US 90 to CR 191B (Sterling Way)	(D)	Urban Collector Minor Collector
50	CR 399	South Approach of Navarre Beach Bridge to Escambia County Line	(D)	Major Collector Minor Collector
51	CR 399 (East Bay Blvd.)	SR 30 (US 98) to SR 87	(D)	Major Collector Minor Collector
52	CR 87 (Langley St.)	SR 87 to Whiting Field Main Gate	(D)	Collector
53	CR 89 (Ward Basin Road)	South End to I-10	(D)	Collector
54	CR 182 (Allentown Rd./School Rd.)	Chumuckla Highway to SR 89	(D)	Collector

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Segment Number	Roadway	Segment	Adopted LOS	Functional Classification
55	CR 182 (Allentown Road)	SR 89 to SR 87	(D)	Collector
56	CR 184 (Quintette Rd.)	Chumuckla Hwy. to Escambia River	(D)	Collector
57	CR 191 (Garcon Point Road)	CR 281 to I-10	(D)	Collector
58	CR 191 (Garcon Point Road)	I-10 to Bagdad	(D)	Collector
59	CR 191 (Munson Highway)	CR 87A to SR4	(D)	Collector
60	CR 191 (Willard Norris Rd.)	Chumuckla Hwy. To SR 87	(D)	Collector
61	CR 191A (Oriole Beach Rd.)	US 98 to South End	(D)	Collector
62	CR 191A (Old Bagdad Hwy.)	US 90 to CR 191	(D)	Collector
63	CR 191B (Soundside Dr.)	US 98 to East End	(D)	Collector
64	East Spencer Field Road	US 90 to North Spencer Field Road	(D)	Collector
65	West Spencer Field Road	US 90 to Berryhill Road	(D)	Collector
66	Pine Blossom Road	Willard Norris Road to SR 89	(D)	Collector
67	Glover Lane	US 90 to Berryhill Road	(D)	Collector
68	Bay Street	CR 191A to East End	(D)	Collector
69	Gondolier Blvd.	US 98 to South End	(D)	Collector
70	Mulat Road	SR 281 to CR 191B	(D)	Collector
71	Hamilton Bridge Road	East Spencer Field Road to Milton City Limits	(D)	Collector

*Table Source: Santa Rosa County Planning

- B. Sanitary Sewer - 90 gallons/capita day.
- C. Solid Waste - 6.0 lbs./capita day.
- D. Drainage - Retain the first one inch of run-off on site; post development run-off shall not exceed the pre-development run-off rate for all storm events, up to and including an event with a 24-hour duration, 100 year return frequency; post development run-off in constrained basins shall not exceed the pre-development run-off rate for a 10-year storm event during all storm events, up to and including an event with a 24-hour duration, 100 year return frequency; and post development run-off in closed basins shall be retained on-site for all storm events, up to and including the 24 hour duration, 100 year return frequency storm event.
- E. Potable Water - 100 gallons per capita per day (average).

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F. Recreation and Open Space - 20 acres per 1,000 population.

5.07.02 **Administration:** Concurrency determination shall be as specified in Section 5.06.00 above; developer concurrence assessment shall be in accordance with Section 5.02.00. County officials having the responsibility for evaluating concurrence shall be as set forth in Section 5.01.00 and, generally, under Article 2.

TABLE 5.06.02

NEW TRIP PERCENTAGES

Land Use Type	ITE	New Trip Percentages ¹ (1 less capture rate)
Waterports	010	90%
Commercial Airports	021	90%
General Aviation	022	80%
Truck Terminals	030	90%
Industrial	100	92%
General Light Industrial	110	92%
General Heavy Industrial	120	92%
Industrial Park	130	92%
Manufacturing	140	92%
Warehousing	150	92%
Mini-Warehouse	151	74%
Single-Family Detached	210	100%
Apartment	220	100%
Low-Rise Apartment	221	100%
High-Rise Apartment	222	100%
Residential Condo	230	100%
Mobile Home	240	100%

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TABLE 5.06.02
(Continued)

Land Use Type	ITE	New Trip Percentages ¹ (1 less capture rate)
Retirement Community	250	100%
Recreation Home	260	100%
Planned Unit Development	270	100%
Hotel	310	91%
Motel	320	59%
Resort Hotel	330	75%
Recreational	400	90%
Park	410	90%
City Park	411	90%
County Park	412	90%
State Park	413	90%
Marina	420	90%
Golf Course	430	90%
Racquet Clubs	492	75%
Military Base	501	92%
Elementary School	520	80%
High School	530	90%

TABLE 5.06.02

(Continued)

Land Use Type	ITE	New Trip Percentages ¹ (1 less capture rate)
Jr./Comm. College	540	90%
University	550	90%
Library	590	90%
Hospital	610	77%
Nursing Home	620	75%
Clinic	630	92%
General Office < 100,000 gsf	711	92%
General Office 100,000–190,000	712	92%
General Office > 200,000 gsf	713	92%
Medical Office	720	77%
Government Office	730	72%
State Motor Vehicle Dept.	731	85%
Post Office	732	25%
Civic Center	740	88%
Office Park	750	92%
Research Center	760	92%
Specialty Retail Center	814	88%
Discount Store	815	40%
Hardware/Paint Store	816	79%

TABLE 5.06.02
(Continued)

Land Use Type	ITE	New Trip Percentages ¹ (1 less capture rate)
Shopping Center		
< 50,000	820	49%
50,000-99,999	821	49%
100,000-199,999	822	63%
200,000-299,999	823	75%
300,000-399,999	824	79%
400,000-499,999	825	80%
500,000-999,999	826	81%
1,000,000-1,249,999	827	81%
> 1,250,000	828	81%
Quality Restaurant	831	82%
High Turnover, Sit-Down Restaurant	832	54%
Drive-In Restaurant	833	54%
New Car Sale	841	79%
Service Station	844	23%
Car Wash	846	67%
Highway Oasis	848	
Supermarket	850	53%
15-16 Hour Open Convenience Market	851	25%
24 Hour Open Convenience Market	852	25%
Wholesale	860	62%
Furniture Store	890	40%
Bank (Walk-In)	911	80%
Drive-In Bank	912	61%
Insurance	930	60%

Source: ¹ New Trip Percentages, Pinellas County Impact Fee Study, May 1990. These percentages reflect traffic impact of land use less the passerby vehicles captured by the itemized land use. The percentages may be used as multiplier to calculate realistic impact of new development in the primary traffic area